



**OFFICE OF**  
**AVIATION POLICY AND PLANS**

**AVIATION**  
**INDUSTRY**  
**OVERVIEW**

**FISCAL YEAR 2002**

**APRIL 2003**

---



# TABLE OF CONTENTS

Aviation Industry Overview .....	2
U.S. Economic Outlook .....	4
Passenger Enplanements and Aircraft Departures .....	5
U.S. Air Carrier Domestic Traffic Trends - FY 1980 to Present (Graphs) .....	6
U.S. Air Carrier International Traffic Trends - FY 1980 to Present (Graphs).....	7
Traffic and Seat Capacity (41 Carriers) .....	8
Financial Results (66 Carriers) .....	9
U.S. Commercial Air Carriers: Revenue and Cost Trends .....	10
Air Carrier Aircraft Orders and Deliveries .....	11
General Aviation Aircraft Shipments .....	12
Air Carrier and General Aviation Aircraft Orders and Deliveries by Quarter (Graphs).....	13
FAA Workload Measures .....	14
FAA Workload Trends (Graph) .....	15
Commercial Operations at Selected U.S. Hubs.....	16
Growth in Commercial Operations at Selected U.S. Hubs (Graphs).....	18
Traffic Demand, Seat Capacity, and Load Factors - Majors.....	19
Traffic Demand, Seat Capacity, and Load Factors - Nationals .....	20
Traffic Demand, Seat Capacity, and Load Factors - Large/Medium Regionals .....	21
Traffic Demand, Seat Capacity, and Load Factors - Selected Regionals/Commuters .....	22
Financial Results -Majors.....	23
Financial Results - Nationals .....	24
Financial Results - Large/Medium Regionals .....	25
Financial Results - Selected Regionals/Commuters .....	26
System Passenger Yields .....	27
Air Carrier Jet Fuel Prices .....	29

# AVIATION INDUSTRY OVERVIEW

## FISCAL YEAR 2002

The aviation industry's traffic and financial results were impacted by both the economic recession and the terrorist attacks of September 11<sup>th</sup> in FY 2001 (October 1, 2000 - September 30, 2001). However, most of the impact from the September 11<sup>th</sup> attacks occurred in FY 2002.

### U.S. ECONOMIC OUTLOOK

- Gross Domestic Product (GDP): U.S. GDP increased by 1.7 percent during FY 2002, compared to a growth rate of 0.8 percent in FY 2001. Based on OMB's latest economic projections (December 2002), the U.S. economy is expected to grow at a rate of 2.7 percent during FY 2003. (See page 4.)
- Price Indices: Consumer prices rose at a 1.5 percent pace through FY 2002 and are projected by OMB to rise by 2.2 percent in FY 2003. Fuel prices decreased 14.1 percent from the past fiscal year, and are expected to decrease by 2.7 percent this fiscal year. (See page 4.)

### AIR CARRIER TRAFFIC/CAPACITY

- Scheduled air carrier traffic, as measured by passenger enplanements, decreased 10.6 percent during FY 2002. Domestic passengers were down 10.6 percent, while international passengers dropped 9.9 percent. The number of passengers enplaned in 2002 is slightly less than passengers enplaned in 1997. (See page 5.)
- Scheduled air carrier departures decreased 10.2 percent during FY 2002. Domestic and international operations for the year were down 10.4 and 8.1 percent, respectively. The number of scheduled air carrier departures performed in 2002 is slightly under 1995 levels. (See page 5.)

### AIR CARRIER FINANCIAL

- Profit/Loss: Commercial airlines recorded an operating loss of just over \$10.0 billion during FY 2002, an all-time record loss. For the 66 reporting carriers, operating revenues were down 13.1 percent and operating expenses were down 8.4 percent. (See page 9, with individual carrier detail on pages 23-26.)
- Yields/Fares: Passenger yields (revenue received per passenger mile) for the 37 reporting carriers decreased 9.7 percent during FY 2002 to 11.93 cents. The break-even yield for the reporting carriers was 13.71 cents during the same period. System passenger yields in 2002 are now at their lowest level since 1987. (See pages 27-28 for individual carrier detail.)
- Jet Fuel Prices: The price for air carrier jet fuel averaged 67.0 cents per gallon during FY 2002, a decrease of 18.1 percent from FY 2001. In the domestic market, the price for air carrier jet fuel decreased 18.7 percent, and in the international market the price decreased 16.7 percent. However, the price of jet fuel in September 2002 represented a 28.8 percent increase over the price in December 2001. Overall, air carrier jet fuel consumption decreased 12.5 percent in the domestic market and 10.2 percent in the international market during FY 2002. (See page 29.)

## AVIATION INDUSTRY OVERVIEW (CONT'D)

### FISCAL YEAR 2002

#### AIRCRAFT ORDERS AND DELIVERIES/SHIPMENTS

- Commercial Aircraft (Including Regional Jets): Air carrier aircraft orders decreased 54.0 percent and deliveries were down 12.9 percent during FY 2002. During this same period, regional jets accounted for 21.6 percent of orders and 28.3 percent of deliveries. Foreign manufacturers accounted for 56.6 percent of aircraft orders and 58.3 percent of aircraft deliveries. Excluding regional jets, foreign manufacturers accounted for 44.7 percent of orders and 41.6 percent of deliveries. (See page 11.)
- General Aviation: General aviation aircraft shipments decreased 17.5 percent and billings decreased 11.5 percent during FY 2002. During the same FY 2002 period, 18.2 percent of total shipments and 27.2 percent of total billings were in export trade. (See page 12.)

#### FAA WORKLOAD MEASURES

- FAA & Contract Towers: Operations at combined FAA/contract towered airports totaled 64.9 million during FY 2002, 2.0 percent lower than recorded activity levels in the same FY 2001 period. Air carrier and general aviation activity decreased 10.5 and 0.1 percent, respectively, while commuter/air taxi and military activity were up 1.4 and 5.0 percent. (See page 14.)
- En Route Centers: Activity at FAA en route centers decreased 3.3 percent from FY 2001 totals. Air carrier and military aircraft handled were down 8.2 percent and 2.9 percent, while commuter/air taxi and general aviation aircraft handled were up 6.1 and 2.0 percent.
- Individual Hub Activity: Commercial activity at 53 of the largest U.S. airports was down 6.8 percent during FY 2002. Chicago O'Hare (877,005 operations) was the largest U.S. hub in terms of commercial operations during this period, followed by Atlanta (862,324), and Dallas/Fort Worth (736,966). John Wayne (up 29.8 percent), Cincinnati (up 23.8 percent), and Minneapolis/St. Paul (up 11.4 percent) recorded the largest percentage growth. Washington National (down 33.3 percent), Raleigh/Durham (down 24.6 percent), and Indianapolis (down 20.4 percent), recorded the largest percentage declines. (See pages 16-17.)

<b>NOTE: UNLESS SPECIFICALLY NOTED OTHERWISE IN THE TEXT, ALL COMPARISONS ARE FY 2002 TO FY 2001.</b>
---

# US ECONOMIC OUTLOOK

## FISCAL YEAR 2002

	<u>FY 2002</u>	<u>FY 2003</u>
	(%)	(%)
<b><u>GDP Growth Rate</u></b>		
OMB (12/02)	1.7	2.7
DRI-WEFA, Inc. (3/03)	1.7	2.6
<b><u>Consumer Price Index</u></b>		
OMB (12/02)	1.5	2.2
DRI-WEFA, Inc. (3/03)	1.5	2.3
<b><u>Gasoline &amp; Oil Price Index</u></b>		
OMB (12/02)	(14.1)	(2.7)
DRI-WEFA, Inc. (3/03)	(14.1)	(18.0)

Gross Domestic Product (GDP): Using Bureau of Economic Analysis chain-weighted GDP estimates, the U.S. economy grew at an annual rate of 1.7 percent during FY 2002 compared to an annual rate of 1.8 percent during FY 2001. The latest OMB estimate (December 2002) projects GDP growth of 2.7 percent for FY 2003.

Prices: Consumer prices as measured for all urban consumers (CPI-U) increased at an annual rate of 1.5 percent in FY 2002. In FY 2001, prices rose by 3.2 percent. OMB projects a 2.2 percent rise in price level for FY 2003. Fuel prices, as measured by the oil and gasoline price index, decreased 14.1 percent during FY 2002, compared to a 5.6 percent increase during FY 2001. OMB estimates fuel prices to decrease 2.7 percent during FY 2003.

# PASSENGER ENPLANEMENTS AND AIRCRAFT DEPARTURES

## FISCAL YEAR 2002

### Scheduled Passenger Enplanements

<u>Period</u>	<u>Domestic</u> (000)	<u>International</u> (000)	<u>Total</u> (000)	Change from FY 2001		
				<u>Dom.</u> (%)	<u>Int'l.</u> (%)	<u>Tot.</u> (%)
1 <sup>st</sup> Qtr.	119,570	10,011	129,582	(18.0)	(23.9)	(18.5)
2 <sup>nd</sup> Qtr.	123,507	11,736	135,244	(11.2)	(11.1)	(11.2)
3 <sup>rd</sup> Qtr.	138,990	13,048	152,039	(10.7)	(10.0)	(10.6)
Jul	50,165	5,238	55,403	(10.1)	(3.3)	(9.5)
Aug	49,545	5,237	54,782	(11.7)	(2.3)	(10.9)
Sep*	39,003	4,222	43,225	29.1	27.6	28.9
4 <sup>th</sup> Qtr.	138,713	14,697	153,410	(2.4)	4.3	(1.8)
<b>FY 2002</b>	<b>520,781</b>	<b>49,493</b>	<b>570,275</b>	<b>(10.6)</b>	<b>(9.9)</b>	<b>(10.6)</b>

### Scheduled Aircraft Departures

<u>Period</u>	<u>Domestic</u> (000)	<u>International</u> (000)	<u>Total</u> (000)	Change from FY 2001		
				<u>Dom.</u> (%)	<u>Int'l.</u> (%)	<u>Tot.</u> (%)
1 <sup>st</sup> Qtr.	1,740.9	122.0	1,863.0	(12.7)	(11.8)	(12.7)
2 <sup>nd</sup> Qtr.	1,733.6	124.3	1,857.9	(12.4)	(11.5)	(12.4)
3 <sup>rd</sup> Qtr.	1,819.3	131.6	1,950.9	(11.1)	(9.1)	(11.0)
Jul	628.9	47.6	676.5	(10.9)	(3.5)	(10.4)
Aug	637.1	47.0	684.1	(10.9)	(5.3)	(10.5)
Sep*	582.8	42.9	625.8	10.8	12.5	10.9
4 <sup>th</sup> Qtr.	1,848.8	137.6	1,986.4	(5.0)	0.3	(4.7)
<b>FY 2002</b>	<b>7,142.7</b>	<b>515.5</b>	<b>7,658.1</b>	<b>(10.4)</b>	<b>(8.1)</b>	<b>(10.2)</b>

Air carrier passenger enplanements decreased 10.6 percent during FY 2002, with domestic enplanements down 10.6 percent and international enplanements down 9.9 percent.

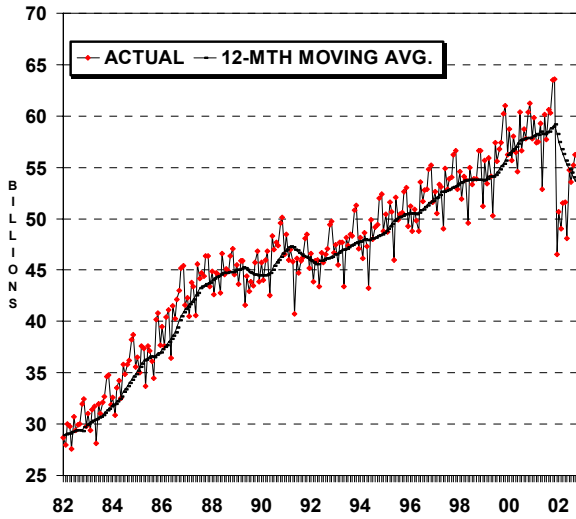
Air carrier aircraft departures decreased 10.2 percent during FY 2002, with domestic markets down 10.4 percent and international markets down 8.1 percent.

\*Impacted by September 11<sup>th</sup> terror attacks in 2001.

# U.S. AIR CARRIER DOMESTIC TRAFFIC TRENDS

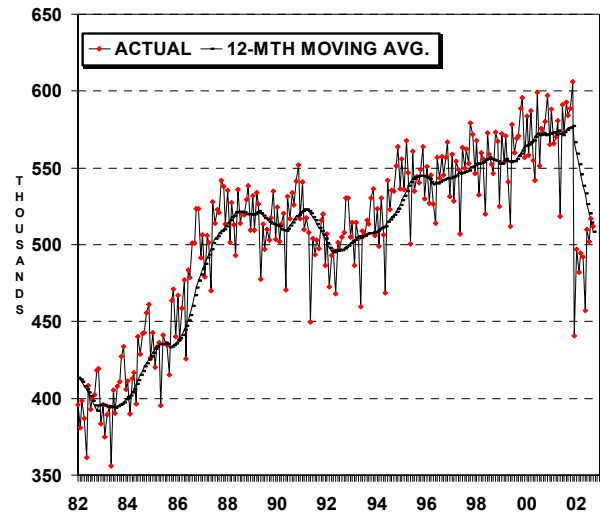
## (Data through June 02)

AVAILABLE SEAT MILES



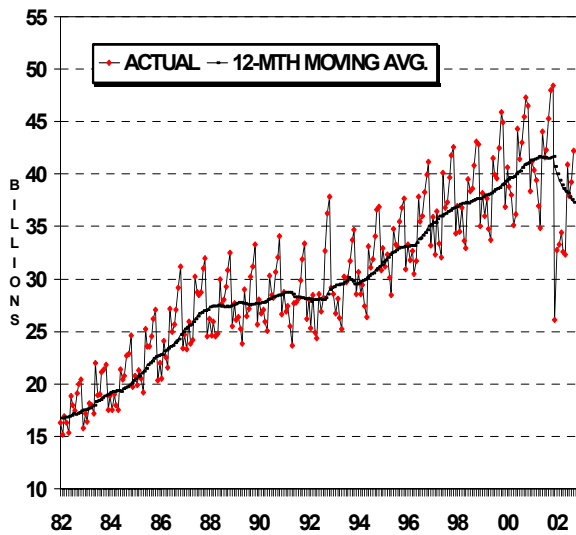
FISCAL YEAR BY MONTH

AIRCRAFT DEPARTURES



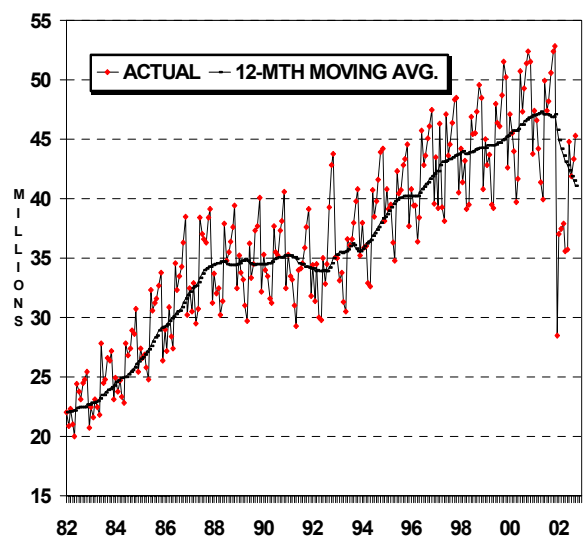
FISCAL YEAR BY MONTH

REVENUE PASSENGER MILES



FISCAL YEAR BY MONTH

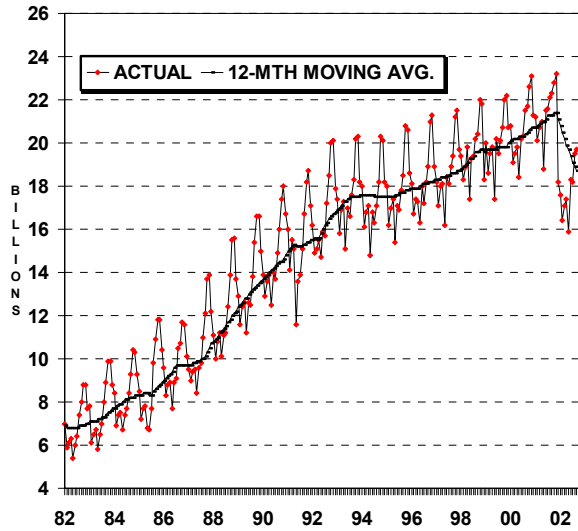
ENPLANEMENTS



FISCAL YEAR BY MONTH

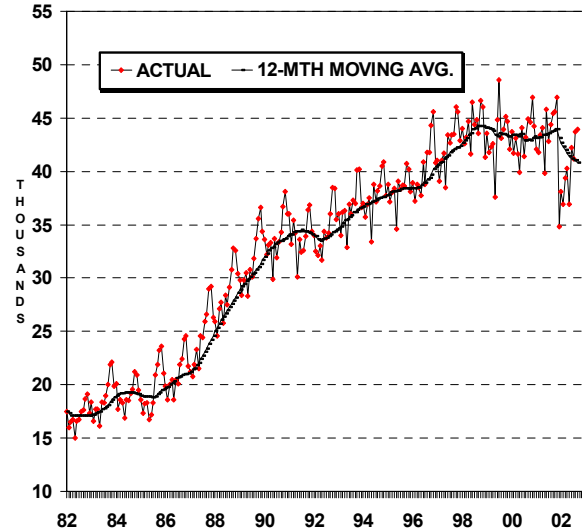
# U.S. AIR CARRIER INTERNATIONAL TRAFFIC TRENDS (through June 02)

AVAILABLE SEAT MILES



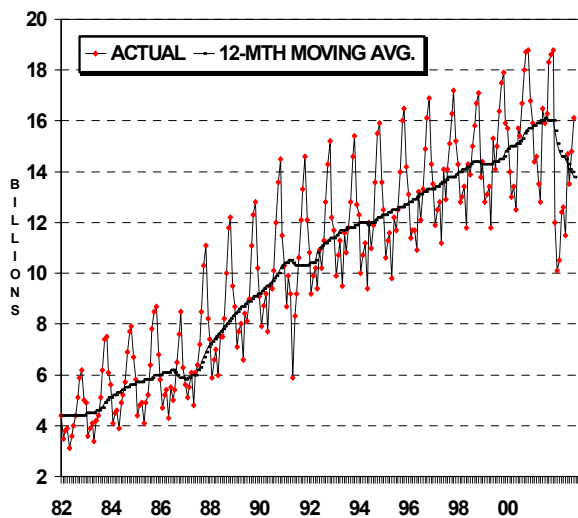
FISCAL YEAR BY MONTH

AIRCRAFT DEPARTURES



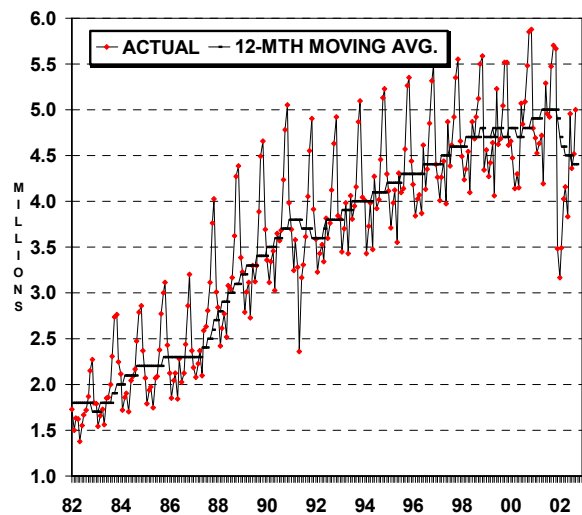
FISCAL YEAR BY MONTH

REVENUE PASSENGER MILES



FISCAL YEAR BY MONTH

ENPLANEMENTS



FISCAL YEAR BY MONTH

## TRAFFIC AND SEAT CAPACITY (41 CARRIERS)

### FISCAL YEAR 2002

	<u>ASMs</u> (Mil)	<u>RPMs</u> (Mil)	<u>L.F.</u> (%)	Change from FY 2001		
				<u>ASMs</u> (%)	<u>RPMs</u> (%)	<u>L.F.</u> (pts)
Majors 1/	796,453.8	567,695.8	71.3	(7.5)	(7.5)	0.0
Nationals 2/	70,033.1	47,630.9	68.0	5.2	5.9	0.5
Large/Medium Reg. 3/	858.6	521.3	60.7	182.6	157.3	(6.0)
Selected Reg./Comm. 4/	16,314.3	9,850.8	60.4	28.1	36.4	3.7
<b>Total</b>	<b>883,659.8</b>	<b>625,698.8</b>	<b>70.8</b>	<b>(6.1)</b>	<b>(6.1)</b>	<b>0.0</b>

**Forty-one U.S. Air Carriers** reported traffic and capacity decreases of 6.1 percent during FY 2002. The load factor for FY 2002 remained the same as last year's at 70.8 percent.

**Eleven Majors** reported traffic and capacity decreases of 7.5 percent during FY 2002. The load factor for FY 2002 remained the same as last year's at 71.3 percent.

**Twenty Nationals** reported traffic and capacity increases of 5.9 and 5.2 percent, respectively, during FY 2002. The Nationals' load factor increased 0.5 percentage points to 68.0 percent.

**Four Large/Medium Regionals** reported traffic and capacity increases of 157.3 percent and 182.6 percent, respectively, during FY 2002. The load factor for these carriers decreased 6.0 percentage points to 60.7 percent.

**Six Regional/Commuter** carriers' traffic and capacity increased by 36.4 and 28.1 percent, respectively, during FY 2002. The load factor increased 3.7 points to 60.4 percent.

1/ See page 19 for individual carrier detail.

2/ See page 20 for individual carrier detail.

3/ See page 21 for individual carrier detail.

4/ See page 22 for individual carrier detail.

## FINANCIAL RESULTS (66 CARRIERS)

### FISCAL YEAR 2002

	Change from FY 2001					
	<u>Operating Revenues</u>	<u>Operating Expenses</u>	<u>Profit/(Loss)</u>	<u>Operating Revenues</u>	<u>Operating Expenses</u>	<u>Profit/(Loss)</u>
	(\$Mil)	(\$Mil)	(\$Mil)	(%)	(%)	(\$Mil)
Majors 1/	93,685.3	103,671.0	(9,985.6)	(14.1)	(8.7)	(5,384.1)
Nationals 2/	9,707.6	9,868.7	(161.2)	(10.4)	(8.9)	(159.7)
Large/Medium Reg. 3/	984.2	1,019.0	(34.6)	6.7	2.9	32.7
Selected Reg./Comm. 4/	2,007.6	1,848.5	159.1	16.3	9.1	127.1
<b>Total</b>	<b>106,384.7</b>	<b>116,407.2</b>	<b>(10,022.4)</b>	<b>(13.1)</b>	<b>(8.4)</b>	<b>(5,384.0)</b>

**Sixty-six Reporting Carriers** had an operating loss of \$10.0 billion during FY 2002 compared to a \$4.6 billion loss in FY 2001. Operating expenses decreased by 8.4 percent, while revenues decreased by 13.1 percent.

**Fourteen Majors** posted an operating loss of just under \$10.0 billion during FY 2002 compared to a \$4.6 billion loss in FY 2001. Operating revenues were down 14.1 percent, while operating expenses decreased 8.7 percent.

**Thirty-one Nationals** posted an operating loss of \$161.2 million, compared to a 1.6 million loss in FY 2001. Operating revenues and expenses decreased 10.4 and 8.9 percent, respectively.

**Seventeen Large/Medium Regionals** reported an operating loss of \$34.6 million, compared to a loss of 67.3 million in FY 2001. The Regionals' operating revenues increased by 6.7 percent, while operating expenses increased by 2.9 percent.

**Four Selected Regionals/Commuters** earned an operating profit of \$159.1 million, representing a \$127.1 million increase over FY 2001. Operating revenues and expenses increased 16.3 and 9.1 percent, respectively, over the same FY 2001 period.

**Passenger Yields 5/** for thirty-seven reporting carriers decreased 9.7 percent during FY 2002, from 13.22 cents to 11.93 cents. Break-even yield for FY 2002 was 13.71 cents, down from 13.97 cents for FY 2001.

1/ See page 23 for individual carrier detail.

2/ See page 24 for individual carrier detail.

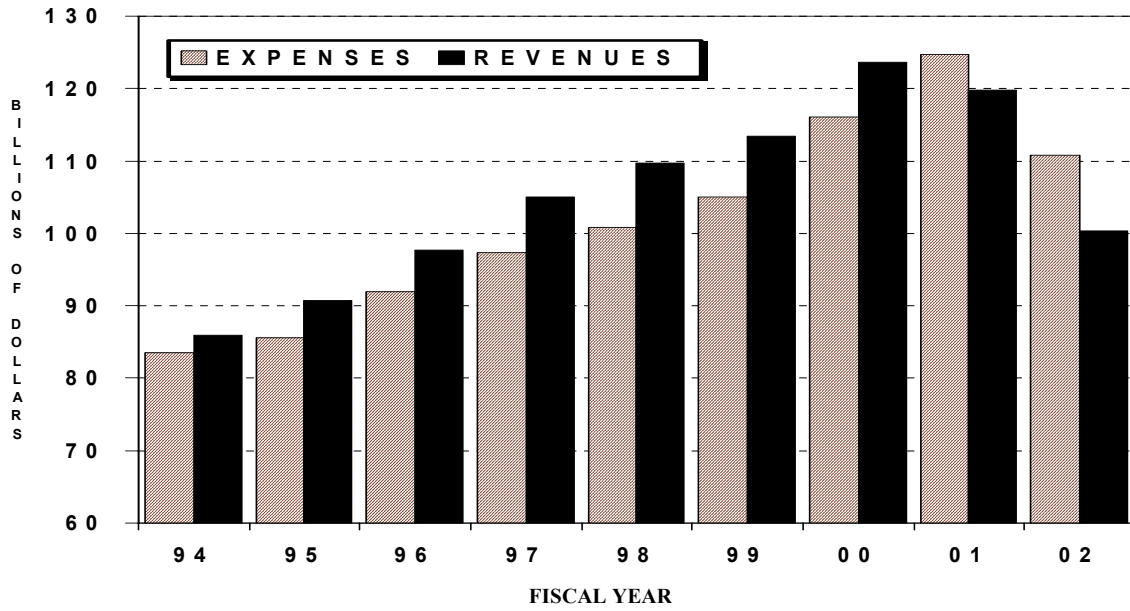
3/ See page 25 for individual carrier detail.

4/ See page 26 for individual carrier detail.

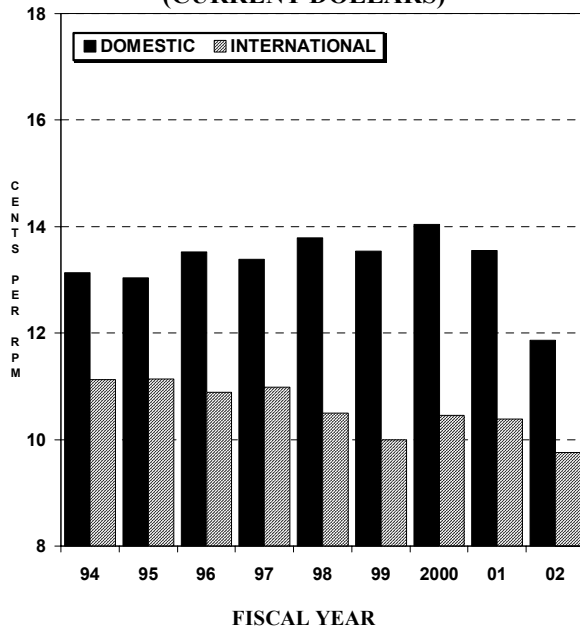
5/ See pages 27-28 for individual carrier yield data.

# U.S. COMMERCIAL AIR CARRIERS: REVENUE AND COST TRENDS

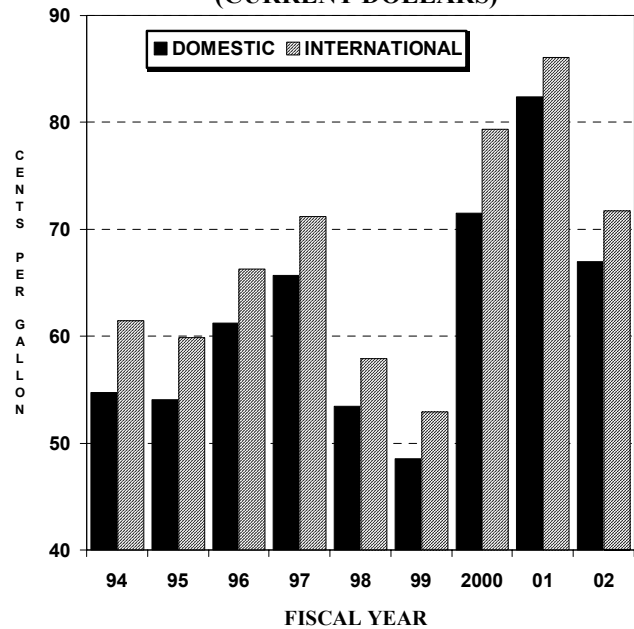
OPERATING REVENUES AND EXPENSES  
(CURRENT DOLLARS)



PASSENGER YIELDS  
(CURRENT DOLLARS)



JET FUEL PRICES  
(CURRENT DOLLARS)



# AIR CARRIER AIRCRAFT ORDERS AND DELIVERIES

## FISCAL YEAR 2002

	<u>Orders</u>	<u>Deliveries</u>	<u>% Change from FY 2001</u>	
			<u>Orders</u>	<u>Deliveries</u>
<b>Narrowbody</b>				
2-Engine	365	555	(25.2)	(12.2)
3-Engine	0	0	--	--
4-Engine	<u>0</u>	<u>0</u>	<u>--</u>	<u>--</u>
Total	365	555	(25.2)	(12.2)
<b>Widebody</b>				
2-Engine	50	141	(83.3)	(8.4)
3-Engine	0	0	--	(100.0)
4-Engine	<u>82</u>	<u>40</u>	<u>(1.2)</u>	<u>(20.0)</u>
Total	132	181	(65.4)	(12.1)
<b>Total Orders/Deliveries (Excluding Regional Jets)</b>	497	736	(42.9)	(12.2)
<b>Foreign Manufacturers</b>	222	308	(57.2)	(9.1)
<b>Foreign Share (%)</b>	44.7%	41.6%	(15.0) Pts.	1.4 Pts
<b>Regional Jets (RJs)</b>				
Canadair RJ	41	161	(83.2)	27.8
Embraer RJ	96	122	(50.3)	(28.2)
Fairchild Dornier RJ	0	8	--	(77.8)
BAE/AVRO RJ	<u>0</u>	<u>0</u>	<u>--</u>	<u>(100.0)</u>
Total	137	291	(73.1)	(14.7)
<b>Total Orders/Deliveries (Including Regional Jets)</b>	634	1,027	(54.0)	(12.9)
<b>Foreign Manufacturers</b>	359	599	(65.1)	(11.9)
<b>Foreign Share (%)</b>	56.6%	58.3%	(17.9) Pts.	0.6 Pts.

Commercial air carrier jet aircraft orders, including regional jets (RJs), totaled 634 during FY 2002, a 54.0 percent decrease from the same FY 2001 period. Foreign manufacturers' orders comprised 56.6 percent of the commercial aircraft market, down 17.9 points from FY 2001. Excluding RJs, air carrier jet aircraft orders totaled 497 during FY 2002, a 42.9 percent decrease from FY 2001. Foreign manufacturers, excluding RJs, accounted for 44.7 percent of commercial aircraft orders, down 15.0 points from FY 2001.

Commercial air carrier jet aircraft deliveries, including RJs, totaled 1,027 during FY 2002, down 12.9 percent from the same FY 2001 period. Foreign manufacturers accounted for 58.3 percent of all deliveries, an increase of 0.6 points over FY 2001. Excluding RJs, air carrier jet aircraft deliveries totaled 736 during FY 2002, a 12.2 percent decrease from the same FY 2001 period. Foreign manufacturers, excluding RJs, accounted for 41.6 percent of commercial aircraft deliveries, a 1.4 point increase over FY 2001.

## GENERAL AVIATION AIRCRAFT SHIPMENTS

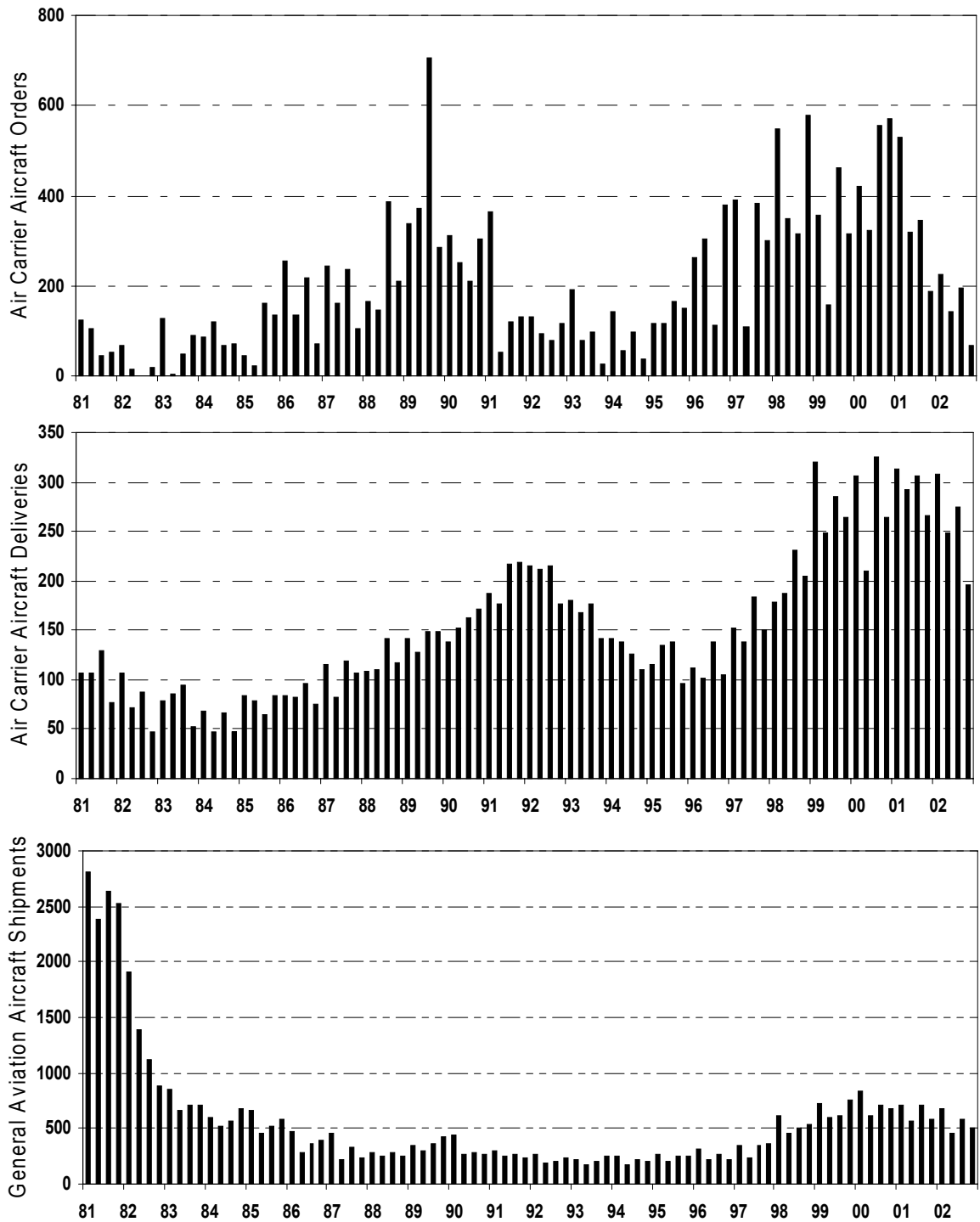
### FISCAL YEAR 2002

<u>Type</u>	<u>Number of Shipments</u>	<u>% Change from FY 2001</u>
Piston	1,444	(19.7)
Turboprop	204	(32.5)
Jet	<u>576</u>	<u>(1.3)</u>
Total	2,214	(17.5)

General aviation aircraft shipments decreased 17.5 percent during FY 2002, totaling 2,214 units compared to 2,683 units shipped during FY 2001. Billings decreased 11.5 percent, totaling \$7.8 billion compared to \$8.8 billion during FY 2001.

Export shipments were down 18.2 percent, from 494 to 404 during FY 2002. Export billings totaled \$2.1 billion during FY 2002, down from \$2.3 billion in FY 2001. In FY 2002, 18.2 percent of total shipments and 27.2 percent of total billings were in export trade. During the same FY 2001 period, 18.4 percent of total shipments and 26.1 percent of total billings were in export trade.

## AIR CARRIER & GENERAL AVIATION AIRCRAFT ORDERS AND DELIVERIES BY QUARTER



# FAA WORKLOAD MEASURES

## FISCAL YEAR 2002

	<b>FAA Facilities (000)</b>	<b>Combined FAA/ Contract Facilities (000)</b>	<b>Change from FY 2001 FAA Facilities (%)</b>	<b>Combined FAA/ Contract Facilities (%)</b>
<b>Tower Operations</b>				
Air Carrier	13,004.0	13,209.1	(10.6)	(10.5)
Commuter/Air Taxi	9,469.7	11,029.8	1.8	1.4
General Aviation	24,064.4	37,575.7	(2.9)	(0.1)
Military	<u>2,012.5</u>	<u>3,062.3</u>	<u>0.7</u>	<u>5.0</u>
Total	48,550.5	64,876.9	(4.1)	(2.0)
<b>Instrument Operations</b>				
Air Carrier	14,254.5	14,375.8	(10.4)	(10.3)
Commuter/Air Taxi	11,582.2	11,938.4	1.9	1.6
General Aviation	19,381.0	19,656.4	(0.3)	(0.3)
Military	<u>3,525.0</u>	<u>3,585.9</u>	<u>1.7</u>	<u>1.6</u>
Total	48,742.7	49,556.5	(2.9)	(2.9)
<b>Center Operations</b>				
Air Carrier	22,820.6		(8.2)	
Commuter/Air Taxi	8,810.7		6.1	
General Aviation	8,180.8		2.0	
Military	<u>3,922.5</u>		<u>(2.9)</u>	
Total	43,734.6		(3.3)	
<b>Flight Services</b>				
Total	29,429.0		0.4	

*Since 1994, a total of 135 FAA towers have been converted to contract tower status. Additionally, 53 towered airports (9 during FY 2002) were brought into the contract tower program. The removal of these airports from FAA air traffic counts makes comparisons to previous year's activity levels difficult. To overcome these discontinuities, the FAA is reporting air traffic activity at FAA and contract tower facilities on both an individual as well as a combined basis. Activity at FAA Air Route Traffic Control Centers is not affected by the tower conversions.*

Aircraft activity at combined FAA/contract towered airports decreased 2.0 percent from levels recorded during FY 2001. Commuter/air taxi tower operations increased 1.4 percent and military aircraft tower operations increased 5.0 percent from FY 2001 levels. Air carrier and general aviation tower operations decreased 10.5 and 0.1 percent, respectively, for FY 2002. Commercial tower operations (sum of air carrier and commuter/air taxi) decreased 5.5 percent from FY 2001 levels.

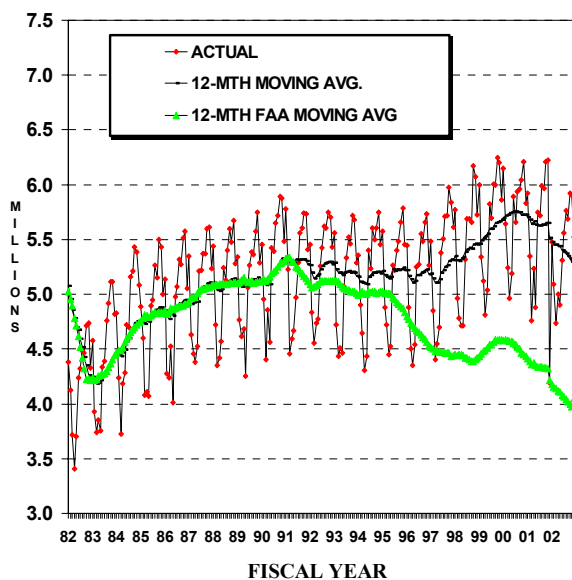
Instrument operations at combined FAA/contract towered airports totaled 49.6 million in FY 2002, a decrease of 2.9 percent over the same FY 2001 period. Instrument operations for the commuter/air taxi and military aircraft categories each increased 1.6 percent. Instrument operations for the remaining aircraft categories--air carrier and general aviation--decreased 10.3 and 0.3 percent, respectively, from FY 2001 levels.

Aircraft handled by FAA centers decreased 3.3 percent during FY 2002. Air carrier and military aircraft handled were down 8.2 and 2.9 percent respectively. Commuter/air taxi and general aviation aircraft handled increased 6.1 and 2.0 percent from FY 2001 levels.

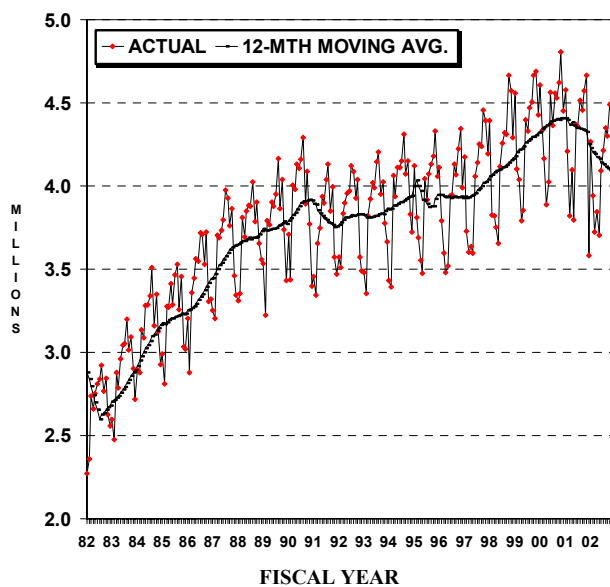
Total services at FAA Flight Service Stations totaled 29.4 million during FY 2002, up 0.4 percent over the same FY 2001 period.

# FAA WORKLOAD TRENDS

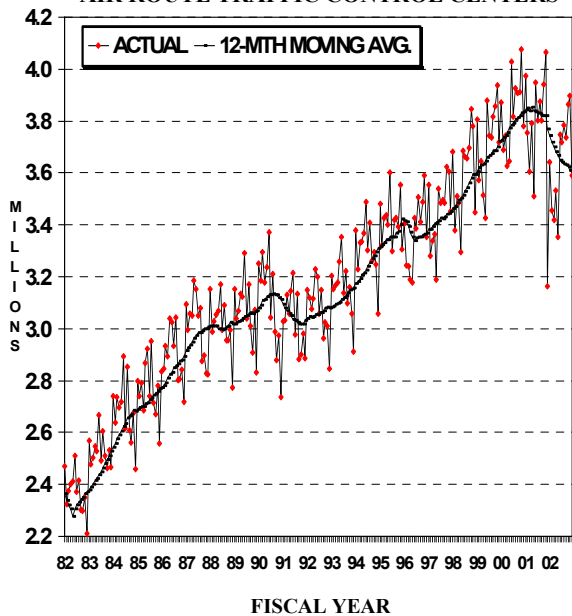
COMBINED AIRCRAFT OPERATIONS AT  
FAA AND CONTRACT TOWER AIRPORTS



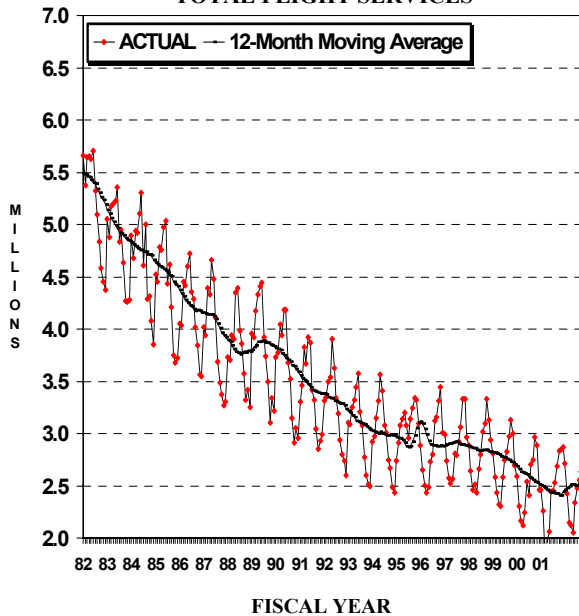
COMBINED INSTRUMENT OPERATIONS AT  
FAA AND CONTRACT TOWER AIRPORTS



AIRCRAFT HANDLED AT FAA  
AIR ROUTE TRAFFIC CONTROL CENTERS



TOTAL FLIGHT SERVICES



# COMMERCIAL OPERATIONS AT SELECTED U.S. HUBS/1

## FISCAL YEAR 2002

<u>U.S. Hub Airport</u>	<u>Hub Code</u>	<u>FY 2002 Commercial Operations</u>	<u>FY 2001 Commercial Operations</u>	<u>% Change from FY 2001</u>
Albuquerque	ABQ	131,051	119,329	9.8
Atlanta	ATL	862,324	882,332	(2.3)
Boston	BOS	385,320	471,527	(18.3)
Charlotte	CLT	416,466	419,804	(0.8)
Chicago		<u>1,114,218</u>	<u>1,123,878</u>	<u>(0.9)</u>
Midway	MDW	237,213	220,875	7.4
O'Hare	ORD	877,005	903,003	(2.9)
Cincinnati	CVG	446,531	360,768	23.8
Cleveland	CLE	241,346	278,558	(13.4)
Dallas/Fort Worth		<u>864,261</u>	<u>949,062</u>	<u>(8.9)</u>
Dallas/Ft. Worth Int'l.	DFW	736,966	798,138	(7.7)
Dallas Love Field	DAL	127,295	150,924	(15.7)
Dayton	DAY	83,033	91,694	(9.5)
Denver	DEN	480,293	510,659	(6.0)
Detroit	DTW	465,052	486,866	(4.5)
Hartford	BDL	113,194	133,563	(15.3)
Honolulu	HNL	219,286	231,388	(5.2)
Houston		<u>589,030</u>	<u>618,143</u>	<u>(4.7)</u>
Houston Int'l.	IAH	435,094	464,225	(6.3)
Houston Hobby	HOU	153,936	153,918	0.0
Indianapolis	IND	165,532	207,815	(20.4)
Kansas City	MCI	185,948	205,451	(9.5)
Las Vegas	LAS	399,661	415,031	(3.7)
Los Angeles		<u>941,901</u>	<u>1,089,171</u>	<u>(13.5)</u>
Los Angeles Int'l.	LAX	620,059	763,897	(18.8)
Burbank	BUR	85,458	85,344	0.1
John Wayne	SNA	99,546	101,196	(1.6)
Long Beach	LGB	21,179	16,313	29.8
Ontario	ONT	115,659	122,421	5.5
Memphis	MEM	344,489	344,385	0.0
Miami/Ft. Lauderdale		<u>588,171</u>	<u>631,572</u>	<u>(6.9)</u>
Miami	MIA	376,221	414,994	(9.3)
Fort Lauderdale	FLL	211,950	216,578	(2.1)
Minneapolis/St. Paul	MSP	426,459	382,887	11.4
Nashville	BNA	169,178	171,563	(1.4)
New Orleans	MSY	127,041	138,930	(8.6)

# COMMERCIAL OPERATIONS AT SELECTED U.S. HUBS/1 (Con't.)

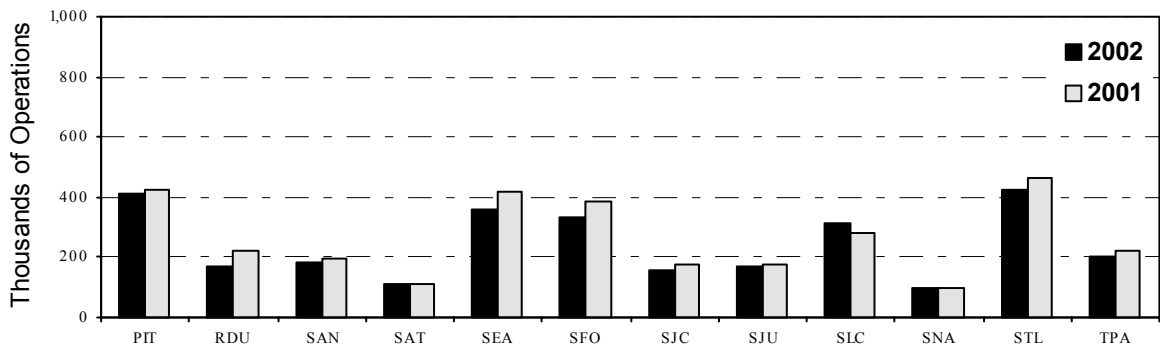
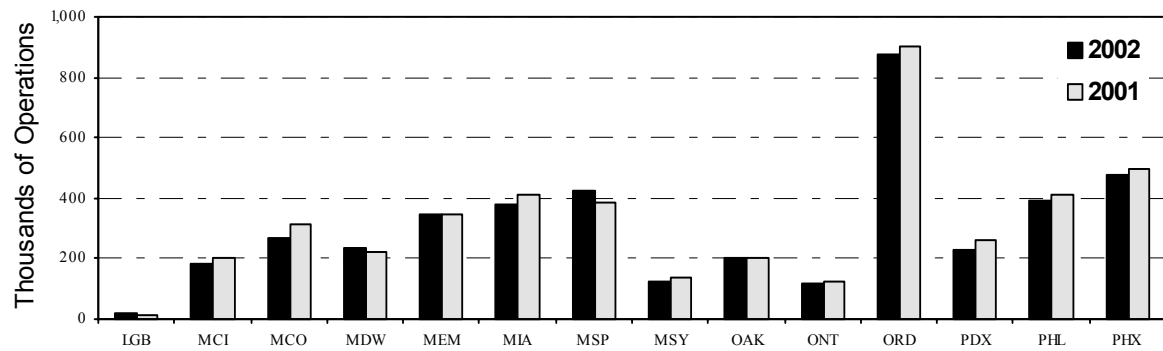
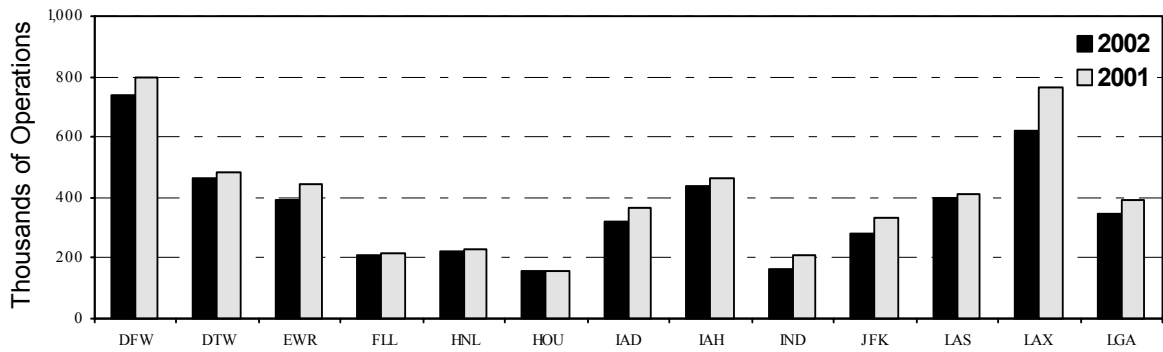
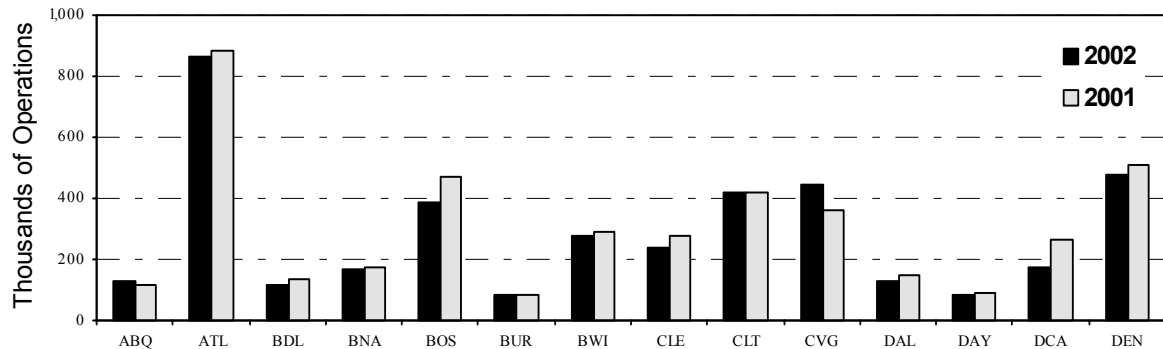
## FISCAL YEAR 2002

<u>U.S. Hub Airport</u>	<u>Hub Code</u>	<u>FY 2002 Commercial Operations</u>	<u>FY 2001 Commercial Operations</u>	<u>% Change from FY 2001</u>
New York		<u>1,022,991</u>	<u>1,170,595</u>	(12.6)
Kennedy	JFK	283,193	331,808	(14.7)
LaGuardia	LGA	344,773	393,205	(12.3)
Newark	EWR	395,025	445,582	(11.4)
Orlando	MCO	269,742	311,303	(13.4)
Philadelphia	PHL	394,388	414,049	(4.8)
Phoenix	PHX	478,076	499,625	(4.3)
Pittsburgh	PIT	409,492	425,446	(3.8)
Portland	PDX	230,950	260,633	(11.4)
Raleigh/Durham	RDU	168,806	223,964	(24.6)
St. Louis	STL	426,184	460,810	(7.5)
Salt Lake City	SLC	311,233	280,960	10.8
San Antonio	SAT	113,344	113,936	(0.5)
San Diego	SAN	184,988	197,658	(6.4)
San Francisco		<u>689,344</u>	<u>762,936</u>	(9.7)
San Francisco Int'l.	SFO	331,088	384,815	(14.0)
Oakland	OAK	199,608	201,701	(1.0)
San Jose	SJC	158,648	176,420	(10.1)
San Juan	SJU	169,084	175,678	(3.8)
Seattle	SEA	357,944	418,702	(14.5)
Tampa	TPA	203,769	225,306	(9.6)
Washington/Baltimore		<u>772,078</u>	<u>922,240</u>	(16.3)
Dulles	IAD	319,685	365,295	(12.5)
National	DCA	176,007	263,781	(33.3)
Baltimore	BWI	276,386	293,164	(5.7)
<b>Total All Airports</b>		<b>15,962,198</b>	<b>17,128,217</b>	<b>(6.8)</b>

1/ Commercial operations include the sum of air carrier operations and air taxi/commuter operations.

## COMMERCIAL OPERATIONS AT SELECTED U.S. HUBS\*

### Fiscal Year 2002 vs. Fiscal Year 2001



\*Commercial operations include the sum of air carrier and air taxi/commuter operations.

# TRAFFIC DEMAND, SEAT CAPACITY, AND LOAD FACTORS

## FISCAL YEAR 2002

### MAJORS

	<u>ASMs</u> (Mil)	<u>RPMs</u> (Mil)	<u>L.F.</u> (%)	Change from FY 2001		
				<u>ASMs</u> (%)	<u>RPMs</u> (%)	<u>L.F.</u> (pts)
Alaska	18,688.3	12,740.0	68.2	2.9	2.7	(0.1)
America West	25,922.9	18,814.8	72.6	(5.8)	(4.8)	0.8
American	163,954.4	114,302.0	69.7	3.6	2.4	(0.8)
American Eagle	5,689.7	3,518.9	61.8	0.8	6.9	3.5
American Trans Air	11,896.0	8,852.1	74.4	9.1	5.9	(2.3)
Continental	75,533.8	55,863.4	74.0	(10.5)	(8.9)	1.4
Delta	131,273.1	92,556.0	70.5	(9.9)	(9.6)	0.2
Northwest	91,450.5	69,535.8	76.0	(10.6)	(9.7)	0.8
Southwest	68,010.5	45,083.3	66.3	5.6	1.1	(2.9)
United	146,459.8	106,276.7	72.6	(15.6)	(14.2)	1.2
USAirways	57,574.8	40,152.8	69.7	(18.0)	(18.4)	0.4
<b>Total</b>	<b>796,453.8</b>	<b>567,695.8</b>	<b>71.3</b>	<b>(7.5)</b>	<b>(7.5)</b>	<b>0.0</b>

THE TRAFFIC DATA ON THIS PAGE ARE BASED ON EACH CARRIER'S  
MONTHLY FILINGS ON DOT FORM 41.

# TRAFFIC DEMAND, SEAT CAPACITY, AND LOAD FACTORS

## FISCAL YEAR 2002

### NATIONALS

	<u>ASMs</u> (Mil)	<u>RPMs</u> (Mil)	<u>L.F.</u> (%)	Change from FY 2001		
				<u>ASMs</u> (%)	<u>RPMs</u> (%)	<u>L.F.</u> (pts)
Air Wisconsin	2,200.9	1,494.2	67.9	5.0	9.2	2.6
AirTran	7,653.4	5,128.9	67.0	19.8	12.1	(4.6)
Aloha	2,068.1	1,497.4	72.4	19.9	25.6	3.3
Atlantic Southeast	4,643.8	3,019.6	65.0	23.1	24.6	0.8
Comair 1/	5,224.0	3,412.3	65.3	68.8	78.3	3.5
Continental Express 2/	5,908.8	3,723.2	63.0	10.1	11.8	0.9
Continental Micronesia	3,322.7	2,377.2	71.5	(17.9)	(21.8)	3.6
Executive	648.1	383.4	59.2	(19.9)	(16.2)	2.6
Frontier	4,654.5	2,704.6	58.1	2.3	(5.6)	(4.9)
Hawaiian 3/	5,244.9	4,203.7	80.1	3.1	8.6	5.0
Horizon	2,270.1	1,428.4	62.9	1.3	1.6	0.1
Jet Blue	7,144.7	5,863.8	82.1	103.3	117.5	5.4
Mesaba	2,758.5	1,544.3	56.0	(6.5)	(8.1)	(1.0)
Midway 4/	321.0	190.3	59.3	(88.1)	(89.2)	(6.2)
Midwest Express	3,104.2	1,897.0	61.1	(7.4)	(6.2)	0.8
National Airlines	4,574.6	3,177.1	69.5	(3.3)	(0.3)	2.2
Spirit	4,984.8	3,509.7	70.4	7.9	0.8	(5.0)
Sun Country 5/	757.5	508.3	67.1	(77.4)	(78.9)	(4.8)
Trans States 6/	847.8	448.7	52.9	(2.6)	7.9	5.1
Vanguard Air Express 7/	1,700.7	1,118.8	65.8	26.6	30.2	1.8
<b>Total</b>	<b>70,033.1</b>	<b>47,630.9</b>	<b>68.0</b>	<b>5.2</b>	<b>5.9</b>	<b>0.5</b>

1/ FY 2001, carrier on strike March 26 through July 1. FY 2002, carrier did not report 2<sup>nd</sup>, 3<sup>rd</sup>, or 4<sup>th</sup> quarter. Used published carrier reports for last three quarters of FY 2002.

2/ FY 2002, carrier did not report 2<sup>nd</sup>, 3<sup>rd</sup>, or 4<sup>th</sup> quarter. Used published carrier reports for the last three quarters of FY 2002.

3/ FY 2002, carrier did not report September traffic. Comparisons based on 11 months of data.

4/ FY 2002, carrier temporarily ceased operations in July--carrier did not report July-September traffic.

5/ FY 2002, carrier did not report June traffic. Comparisons based on 11 months of data.

6/ FY 2002, carrier did not report July traffic. Comparisons based on 11 months of data.

7/ FY 2002, carrier did not report August-September traffic. Comparisons based on 10 months of data.

<p><b>THE TRAFFIC DATA ON THIS PAGE ARE BASED ON EACH CARRIER'S MONTHLY FILINGS ON DOT FORM 41.</b></p>
---

# TRAFFIC DEMAND, SEAT CAPACITY, AND LOAD FACTORS

## FISCAL YEAR 2002

### LARGE/MEDIUM REGIONALS

	<u>ASMs</u> (Mil)	<u>RPMs</u> (Mil)	<u>L.F.</u> (%)	Change from FY 2001		
				<u>ASMs</u> (%)	<u>RPMs</u> (%)	<u>L.F.</u> (pts)
Casino Express 1/	160.0	128.3	80.1	73.2	80.1	6.9
North American	292.5	183.8	62.8	70.5	64.6	(2.3)
Pan Am	399.2	208.1	52.1	--	--	--
Tatonduk Flying Service 2/	6.9	1.1	15.6	32.1	102.8	5.4
<b>Total</b>	<b>858.6</b>	<b>521.3</b>	<b>60.7</b>	<b>182.6</b>	<b>157.3</b>	<b>(6.0)</b>

1/ Carrier began reporting 2<sup>nd</sup> quarter FY 2001.

2/ FY 2001, carrier did not report August traffic. FY 2002, carrier did not report April or May traffic.

**THE TRAFFIC DATA ON THIS PAGE ARE BASED ON EACH CARRIER'S  
MONTHLY FILINGS ON DOT FORM 41.**

# TRAFFIC DEMAND, SEAT CAPACITY, AND LOAD FACTORS

## FISCAL YEAR 2002

### SELECTED REGIONALS/COMMUTERS\*

	<u>ASMs</u> (Mil)	<u>RPMs</u> (Mil)	<u>L.F.</u> (%)	Change from FY 2001		
				<u>ASMs</u> (%)	<u>RPMs</u> (%)	<u>L.F.</u> (pts)
Atlantic Coast Airways	4,218.2	2,645.5	62.7	44.1	56.7	5.1
Great Lakes Aviation 1/	269.2	102.6	38.1	(20.7)	(38.0)	(10.7)
Mesa	3,472.4	1,990.0	57.3	5.6	10.8	2.7
Pinnacle	1,566.5	978.7	62.5	52.0	62.7	4.1
Skywest	3,995.0	2,676.7	67.0	56.9	75.9	7.2
USAirways Express	2,793.0	1,457.3	52.2	7.3	0.7	(3.4)
<b>Total</b>	<b>16,314.3</b>	<b>9,850.8</b>	<b>60.4</b>	<b>28.1</b>	<b>36.4</b>	<b>3.7</b>

1/ Comparisons based on data for January through September of 2001 and 2002.

<p>THE TRAFFIC DATA ON THIS PAGE ARE BASED ON EACH CARRIER'S QUARTERLY FILINGS ON SECURITIES AND EXCHANGE COMMISSION FORM 10Q AND/OR CARRIER PRESS RELEASES.</p>
--

# FINANCIAL RESULTS

## FISCAL YEAR 2002

### MAJORS

	<u>Operating Revenues</u> (\$Mil)	<u>Operating Expenses</u> (\$Mil)	<u>Profit/ (Loss)</u> (\$Mil)	Change from FY 2001		
				<u>Operating Revenues</u> (%)	<u>Operating Expenses</u> (%)	<u>Profit/ (Loss)</u> (\$Mil)
Alaska	1,786.0	1,874.9	(88.9)	(1.4)	1.1	(45.5)
America West	1,898.5	2,201.4	(302.9)	(14.0)	(10.6)	(48.0)
American	15,102.1	18,597.1	(3,495.0)	(11.5)	(0.7)	(1,817.1)
American Eagle	1,159.7	1,301.8	(142.0)	(11.5)	(13.2)	48.3
American Trans Air	1,095.8	1,304.2	(208.4)	(8.3)	9.2	(208.5)
Continental	7,092.1	7,811.1	(719.0)	(18.6)	(7.1)	(1,023.1)
Delta	12,011.5	13,360.4	(1,348.9)	(15.7)	(8.1)	(1,067.1)
DHL	547.1	610.6	(63.6)	(63.3)	(63.7)	125.8
Federal Express	15,679.7	14,775.5	904.2	3.3	1.2	319.9
Northwest	8,815.5	9,436.4	(620.9)	(14.4)	(11.8)	(226.5)
Southwest	5,358.9	4,991.8	367.2	(7.4)	1.0	(477.1)
United	13,470.8	16,310.7	(2,839.9)	(24.9)	(22.2)	172.0
United Parcel Service	2,792.9	2,626.9	166.0	3.1	0.9	60.7
USAirways	6,874.7	8,468.2	(1,593.4)	(24.0)	(10.3)	(1,197.7)
<b>Total</b>	<b>93,685.3</b>	<b>103,671.0</b>	<b>(9,985.6)</b>	<b>(14.1)</b>	<b>(8.7)</b>	<b>(5,384.1)</b>

THE FINANCIAL DATA ON THIS PAGE ARE BASED ON EACH CARRIER'S  
QUARTERLY FILINGS ON DOT FORM 41.

# FINANCIAL RESULTS

## FISCAL YEAR 2002

### NATIONALS

	Change from FY 2001					
	<u>Operating Revenues</u>	<u>Operating Expenses</u>	<u>Profit/ (Loss)</u>	<u>Operating Revenues</u>	<u>Operating Expenses</u>	<u>Profit/ (Loss)</u>
	(\$Mil)	(\$Mil)	(\$Mil)	(%)	(%)	(\$Mil)
AirTran	668.1	656.4	11.7	(4.5)	6.1	(69.4)
Air Transport	246.5	220.7	25.8	(8.5)	(15.6)	17.9
Air Wisconsin	420.9	399.7	21.2	2.3	(0.1)	9.8
Aloha	312.9	348.3	(35.4)	1.2	8.7	(24.1)
Atlantic Southeast	695.8	653.9	41.9	7.4	8.7	(4.4)
Atlas	499.4	524.1	(24.7)	(29.0)	(23.1)	(46.6)
Challenge Air Cargo	13.2	27.5	(14.3)	(83.5)	(72.1)	4.3
Champion Air	154.4	141.6	12.7	(6.1)	(5.3)	(2.0)
Continental Express 1/	1,032.8	915.2	117.7	9.1	(4.5)	129.5
Continental Micronesia	348.2	322.5	25.7	(29.8)	(18.9)	(72.6)
Evergreen	344.0	290.9	53.1	38.4	25.7	35.9
Executive	161.9	173.9	(11.9)	(14.4)	(4.1)	(19.8)
Express One Int'l. 2/	14.8	15.9	(1.1)	(85.4)	(83.7)	(4.4)
Frontier	436.9	442.3	(5.3)	(6.7)	2.8	(43.4)
Gemini Air Cargo	160.6	241.4	(80.8)	(13.1)	28.2	(77.4)
Hawaiian	606.5	665.3	(58.9)	(1.8)	7.5	(57.3)
Horizon	396.8	426.9	(30.1)	(7.9)	(8.0)	2.9
Jet Blue	543.5	465.3	78.2	98.5	91.9	46.9
Kitty Hawk 3/	33.5	51.7	(18.2)	(80.0)	(77.3)	41.3
Mesaba 3/	306.2	308.9	(2.7)	(30.6)	(27.7)	(16.6)
Midway 3/	24.5	53.7	(29.1)	(92.0)	(84.5)	8.8
Midwest Express	352.8	371.7	(18.8)	(16.4)	(16.4)	3.5
National 3/	187.5	246.3	(58.9)	(36.4)	(30.3)	(0.1)
Polar Air Cargo	452.4	470.0	(17.6)	35.4	19.7	40.9
Ryan International	163.2	161.1	2.1	(28.1)	(27.9)	(1.5)
Spirit	369.9	378.8	(8.9)	(4.7)	2.0	(25.8)
Sun Country	50.9	135.7	(84.8)	(80.4)	(55.3)	(41.0)
Trans States	156.2	163.4	(7.2)	(13.6)	(10.2)	(6.0)
USA Jet Airlines	79.2	90.1	(11.0)	(44.0)	(39.0)	(4.6)
Vanguard 3/	107.4	142.6	(35.2)	(10.2)	(5.5)	(4.0)
World	366.7	362.9	3.8	19.4	12.3	19.7
<b>Total</b>	<b>9,707.6</b>	<b>9,868.7</b>	<b>(161.2)</b>	<b>(10.4)</b>	<b>(8.9)</b>	<b>(159.7)</b>

1/ FY 2002, carrier reported on 298C for 1<sup>st</sup>, 2<sup>nd</sup>, and 3<sup>rd</sup> quarter—4<sup>th</sup> quarter based on carrier reports.

2/ FY 2002, carrier did not report 2<sup>nd</sup>, 3<sup>rd</sup> and 4<sup>th</sup> quarter data.

3/ FY 2002, carrier did not report 4<sup>th</sup> quarter data.

**THE FINANCIAL DATA ON THIS PAGE ARE BASED ON EACH CARRIER'S  
QUARTERLY FINDINGS ON DOT FORM 41.**

## FINANCIAL RESULTS

### FISCAL YEAR 2002

#### LARGE/MEDIUM REGIONALS

	Change from FY 2001					
	<u>Operating Revenues</u>	<u>Operating Expenses</u>	<u>Profit/ (Loss)</u>	<u>Operating Revenues</u>	<u>Operating Expenses</u>	<u>Profit/ (Loss)</u>
	(\$Mil)	(\$Mil)	(\$Mil)	(%)	(%)	(\$Mil)
Amerijet	68.7	70.9	(2.2)	(9.5)	(23.8)	14.9
Arrow Air	166.0	188.1	(22.0)	9.0	(7.8)	29.6
Capital Cargo	41.9	40.8	1.1	(0.2)	(24.1)	12.9
Casino Express	22.4	25.5	(3.1)	(11.5)	(3.7)	(1.9)
Express.Net 1/	52.9	50.8	2.2	273.8	307.6	0.5
Falcon Air 2/	42.8	47.0	(4.2)	14.1	34.3	(6.7)
Florida West	31.3	32.4	(1.1)	(35.2)	(33.9)	(0.3)
Lynden Air Cargo	66.2	52.5	13.7	43.4	30.6	7.7
Miami Air	99.6	102.2	(2.6)	(19.9)	(18.7)	(1.2)
North American	113.4	111.4	2.0	18.5	16.7	1.8
Northern Air Cargo	39.4	39.4	(0.0)	(2.9)	(1.0)	(0.8)
Omni Air	78.6	82.0	(3.4)	(24.5)	(10.5)	(15.9)
Pan Am/Panagra 3/	28.8	43.3	(14.4)	--	--	--
Tatonduk	24.9	23.0	2.0	4.8	1.2	0.9
Tradewinds	63.8	60.2	3.6	22.0	17.4	2.6
Transmeridian	39.1	44.6	(5.5)	7.1	7.0	(0.3)
Zantop 4/	4.4	4.9	(0.5)	17.0	(37.2)	3.6
<b>Total</b>	<b>984.2</b>	<b>1,019.0</b>	<b>(34.6)</b>	<b>6.7</b>	<b>2.9</b>	<b>32.7</b>

1/ FY 2001, carrier did not report 2<sup>nd</sup>, 3<sup>rd</sup>, and 4<sup>th</sup> quarter. FY 2002, carrier did not report 1<sup>st</sup> quarter.

2/ Carrier began reporting 2<sup>nd</sup> quarter FY 2001.

3/ FY 2002, carrier began reporting 3<sup>rd</sup> quarter of FY 2002.

4/ FY 2001, carrier did not report 1<sup>st</sup> quarter data.

**THE FINANCIAL DATA ON THIS PAGE ARE BASED ON EACH CARRIER'S  
QUARTERLY FILINGS ON DOT FORM 41.**

# FINANCIAL RESULTS

## FISCAL YEAR 2002

### SELECTED REGIONALS/COMMUTERS

	Change from FY 2001					
	<u>Operating</u> <u>Revenues</u> (\$Mil)	<u>Operating</u> <u>Expenses</u> (\$Mil)	<u>Profit/</u> <u>(Loss)</u> (\$Mil)	<u>Operating</u> <u>Revenues</u> (%)	<u>Operating</u> <u>Expenses</u> (%)	<u>Profit/</u> <u>(Loss)</u> (\$Mil)
Atlantic Coast Airways	713.1	654.9	58.1	28.3	29.2	9.2
Great Lakes 1/	65.9	67.0	(1.0)	(17.6)	(25.1)	8.3
Mesa	496.8	503.0	(6.2)	(5.1)	(15.3)	64.4
Skywest	731.8	623.6	108.2	29.0	23.7	45.2
<b>Total</b>	2,007.6	1,848.5	159.1	16.3	9.1	127.1

1/ Data and comparison based on three quarters of data from FY 2001 and FY 2002.

THE FINANCIAL DATA ON THIS PAGE ARE BASED ON EACH CARRIER'S QUARTERLY FILINGS ON SECURITIES AND EXCHANGE COMMISSION FORM 10Q AND/OR CARRIER PRESS RELEASES.

## SYSTEM PASSENGER YIELDS

(AVERAGE REVENUE PER SCHEDULED REVENUE PASSENGER MILE)

### FISCAL YEAR 2002

	<u>Actual Yield</u> (Cents)	<u>Change from FY 2001</u> (%)	<u>Break Even Yield</u> (Cents)	<u>Increase Required To Break Even</u> (%)
<b><u>Majors</u></b>				
Alaska	12.39	(4.9)	13.08	5.6
America West	9.58	(9.7)	11.19	16.8
American	12.0	(12.9)	15.06	25.5
American Trans Air	8.7	(8.9)	11.06	27.0
American Eagle	31.52	(17.9)	35.55	12.8
Continental	11.43	(9.7)	12.72	11.3
Delta	11.32	(10.2)	12.78	12.9
Northwest	10.94	(5.0)	11.85	8.3
Southwest	11.27	(8.9)	10.46	--
United	10.66	(12.3)	13.35	25.2
USAirways	13.08	(12.1)	17.05	30.4
<b>Total Reporting</b>	<b>11.47</b>	<b>(10.4)</b>	<b>13.42</b>	<b>16.9</b>
<b><u>Nationals</u></b>				
Airtran	12.66	(14.9)	12.43	--
Air Wisconsin	28.56	(4.1)	27.49	--
Aloha	17.6	(19.9)	19.97	13.5
Atlantic Southeast	23.13	(12.8)	21.74	--
Continental Express	27.65	(1.9)	24.49	--
Continental Micronesia	12.71	(11.5)	11.63	--
Executive	33.45	0.0	36.58	9.4
Frontier	13.89	(11.5)	14.07	1.3
Hawaiian	12.08	3.9	13.48	11.6
Horizon	25.85	(9.8)	27.96	8.1
Jet Blue	8.97	(9.1)	7.63	--
Mesaba	26.80	4.93	27.05	0.9
Midway	11.95	(28.9)	18.27	52.9
Midwest Express	15.88	(14.1)	16.88	6.3
National	7.87	(10.3)	10.48	33.3
Spirit	9.41	(5.9)	9.66	2.7
Sun Country	8.37	(3.2)	25.06	199.5
Trans States	31.05	(19.3)	32.5	4.7
Vanguard Air Express	10.95	0.7	14.66	33.9
<b>Total Reporting</b>	<b>15.55</b>	<b>(7.6)</b>	<b>15.74</b>	<b>1.3</b>

## SYSTEM PASSENGER YIELDS (Con't.)

(AVERAGE REVENUE PER SCHEDULED REVENUE PASSENGER MILE)

### FISCAL YEAR 2002

	<u>Actual Yield</u> (Cents)	<u>Change from FY 2001</u> (%)	<u>Break Even Yield</u> (Cents)	<u>Increase Required To Break Even</u> (%)
<b><u>Large/Medium Regionals</u></b>				
Casino Express	9.64	1.2	12.07	25.22
North American	15.48	45.0	14.42	--
Pan Am/Panagra	17.97	n/a	28.96	61.1
<b>Total Reporting</b>	<b>14.53</b>	<b>42.8</b>	<b>18.05</b>	<b>24.2</b>
 <b><u>Sel. Reg./Comm.</u></b>				
Atlantic Coast	26.55	(18.3)	24.36	--
Great Lakes	38.79	(0.7)	39.79	2.6
Mesa	24.16	(14.6)	24.47	1.3
Skywest	27.14	(26.5)	23.09	--
<b>Total Reporting</b>	<b>26.29</b>	<b>(19.2)</b>	<b>24.15</b>	<b>--</b>
 <b>Total Reporting Carriers</b>	<b>11.93</b>	<b>(9.7)</b>	<b>13.71</b>	<b>14.9</b>

<p>YIELD DATA FOR MAJORS, NATIONALS, AND LARGE/MEDIUM REGIONALS ARE BASED ON EACH CARRIER'S FILINGS ON DOT FORM 41. YIELD DATA FOR SELECTED REGIONALS/COMMUTERS IS BASED ON EACH CARRIER'S FILINGS ON SECURITIES AND EXCHANGE COMMISSION FORM 10Q AND/OR ON CARRIER PRESS RELEASES.</p>
---

# AIR CARRIER JET FUEL PRICES

## FISCAL YEAR 2002

	<u>DOMESTIC</u>			<u>INTERNATIONAL</u>		
	<u>Cents/ Gallon</u>	<u>Percent Change from Previous Month</u>	<u>Same Month Previous Year</u>	<u>Cents/ Gallon</u>	<u>Percent Change from Previous Month</u>	<u>Same Month Previous Year</u>
<b>FY 2001</b>						
October	89.04	3.1	50.6	95.53	0.7	44.4
November	88.60	(0.5)	46.8	95.17	(0.4)	40.5
December	90.93	2.6	44.7	95.23	0.1	33.6
January	85.62	(5.8)	22.6	89.22	(6.3)	13.5
February	84.81	(0.9)	15.6	87.27	(2.2)	6.6
March	79.49	(6.3)	5.9	83.41	(4.4)	0.4
April	77.29	(2.8)	(2.1)	80.76	(3.2)	(2.9)
May	78.19	1.2	9.2	82.58	2.3	5.8
June	80.72	3.2	16.5	82.97	0.5	7.3
July	77.43	(4.1)	1.1	81.94	(1.2)	0.9
August	76.52	(1.2)	(2.3)	79.79	(2.6)	(6.6)
September	79.37	3.7	(8.1)	79.93	0.2	(15.7)
<b>AVG. FY 2001</b>	<b>82.35</b>		<b>14.5</b>	<b>86.10</b>		<b>8.6</b>
<b>FY 2002</b>						
October	70.94	(10.6)	(20.3)	77.69	(2.8)	(18.7)
November	65.96	(7.0)	(25.6)	72.79	(6.3)	(23.5)
December	57.05	(13.5)	(37.3)	68.55	(5.8)	(28.0)
January	59.55	4.4	(30.4)	67.39	(1.7)	(24.5)
February	61.63	3.5	(27.3)	64.46	(4.3)	(26.1)
March	61.63	0.0	(22.5)	64.26	(0.3)	(23.0)
April	69.24	12.3	(10.4)	70.43	9.6	(12.8)
May	69.87	0.9	(10.6)	72.13	2.4	(12.7)
June	66.82	(4.4)	(17.2)	71.79	(0.5)	(13.5)
July	70.61	5.7	(8.8)	73.75	2.7	(10.0)
August	72.27	2.4	(5.6)	75.78	2.8	(5.0)
September	76.77	6.2	(3.3)	79.05	4.3	(1.1)
<b>AVG. FY 2002</b>	<b>66.97</b>		<b>(18.7)</b>	<b>71.71</b>		<b>(16.7)</b>

Domestic jet fuel averaged 67.0 cents and international jet fuel 71.7 cents per gallon during FY 2002. This represents a decrease of 18.7 and 16.7 percent respectively from average domestic and international fuel prices paid during FY 2001. Air carrier jet fuel consumption decreased 12.5 percent in the domestic market and 10.2 percent in the international market during FY 2002.

THE FUEL DATA ON THIS PAGE ARE BASED ON DOT FORM 41 FILINGS.